

Monday 12th February

Dear Secretary-General,

As I write, the world media is discussing how global temperatures have been 1.5 degrees Celsius warmer over the last 12 months - this does not yet mean we have exceeded 1.5 degrees global warming - but we are dangerously close.

The Arctic is now recognised to be warming four times faster than the world as a whole with Arctic tipping points likely to be reached. Scientists estimate that the Greenland ice sheet is losing 30M tonnes of ice *per hour* and warn that the Atlantic meridional overturning circulation or AMOC is nearing a devastating tipping point due to the faster than expected melt-off from Greenland's glaciers and the Arctic ice sheets. The Arctic Ocean is also acidifying faster than anywhere else in the global ocean. According to the Arctic Council shipping in the Arctic is increasing, as are ship Black Carbon emissions with studies showing a doubling of emissions between 2015 and 2021.

The Arctic Council target for 25 - 33% reductions in Black Carbon emissions set in 2017 is on track for delivery by 2025 (despite ship emissions rising) - with a new more ambitious target to hopefully be agreed at the next Arctic Council Ministerial in 2025 when the Norwegian Chairship transfers to the Kingdom of Denmark. Arctic Indigenous Peoples are very involved and supportive of work at the Arctic Council and continue to call for action at the IMO (see PPR 11/6/4).

In contrast, IMO has spent over thirteen years discussing control of Black carbon emissions impacting the Arctic, yet these emissions are currently increasing and remain totally unregulated! Next week, the Pollution Prevention & Response (PPR) sub-committee 11th session is due to consider proposals for mandatory action on Black Carbon emissions as well as finalise voluntary guidance on reductions. The Clean Arctic Alliance does not believe that guidance will be sufficient - IMO member states must move rapidly into discussion and agreement of binding Black Carbon control measures / regulation.

In PPR 11/6/3, the Clean Arctic Alliance, through its members, has submitted information on three proposals (all have been identified and prioritised through the IMO's work). One - a regulated switch to distillate fuel - has been recognised as the simplest way to kick-start reducing Black Carbon emissions and could be quickly accomplished. The other two - a polar fuel standard and a Black Carbon emission control area - will be crucial to lowering emissions further but require quick action on fuel testing to assess hydrogen / carbon (H/C) ratio levels.

The Arctic does not have time for an experience building phase based on the guidance - Black Carbon emissions must be reduced before 2030. Over five years ago, following the release of an IPCC Special Report on Global Warming of 1.5°C, the UN Environment Programme reiterated the need for fast and immediate action on short-lived climate pollutants including Black Carbon in order to avoid over half a degree of warming by 2050. It was also recognised that such action could also avoid over 50% of the predicted warming in the Arctic by 2050, thereby significantly decreasing the chances of triggering dangerous climate tipping points.

The Clean Arctic Alliance hopes that you will lend your leadership and your support for progress on mandatory action to reduce Black Carbon emissions from ships impacting the Arctic at next week's meeting of PPR.

Yours sincerely



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